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ANNUAL REPORT



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Ashburnham
Ashby
Ayer
Fitchburg
Ft. Devens
Gardner
Hardwick
Hubbardston
Lancaster
Leominster
Littleton
Lunenburg
Royalston
Shirley
Sterling
Templeton
Westminster
Winchendon

GOVERNMENT DOCUMENT
COLLECTION

JAN 25 1992

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Montachusett Regional Transit Authority
R 1427 Water Street, Fitchburg, MA 01420

ADMINISTRATOR'S LETTER

Following an uncertain fiscal situation MART has been stabilized in terms of its financial assistance from the State. The Transit Authority is grateful to the Governor and Secretary Taylor for their support in the face of serious fiscal problems throughout the State. A commitment to the Regional Transit Authorities has been made and a clear direction has been given. As a result we are re-evaluating every aspect of our operation and trying to cut down as much as possible.

The highlight of this year is a significant effort by MART to coordinate special education transportation service involving Fitchburg, Leominster and Gardner by utilizing private operators on a more coordinated and competitive basis. The school's transportation budgets were brought under control and in many cases showed a significant decrease. Without any increase in MART staff this professional service has been given. We are very proud to help the school departments of the three cities in these days of fiscal constraints and reductions.

The second most important achievement was to have a significant understanding with the bus drivers union, ATU Local #690 where the leadership of the Union and the management companies representing MART came to a successful conclusion on a four year contract with less than a 3% annual increment. The union agreed to provide management with various options including less overtime and utilization of part time and combination resources.

EFFECT OF CURRENT STATE FISCAL CRISIS ON MART

Since 38 percent of MART's funding comes from the Commonwealth, the current state fiscal crisis has definitely had an effect upon the transit authority. Up until now, MART has survived the cuts with level funding, but that's between today's inflation rate and MART's ever-increasing demand for services. Level funding is actually a cut in funding.

The most serious fiscal problem for MART is that our future becomes so uncertain. We can't really set any long-range goals or plans. We are operating on a day-to-day basis, and this makes it extremely hard to expand our community services, which is the reason why we are operating in the first place!

MART ANNOUNCES - CHILD SAFETY SEAT LOAN PROGRAM

The Montachusett Regional Transit Authority joined law enforcement agencies and citizens' groups throughout the nation in recognizing February 10-16, 1991 as Child Passenger Safety Awareness Week. In doing so, MART announced the start up of a Child Safety Seat Loan Program. The program was jointly sponsored by MART and the Department of Public Health. MART urged families to take part in the program which will rent seats for a nominal fee plus deposit to any family in need in the Montachusett area. The programs theme, Buckle Up for Love!, was designed to encourage parents and others to protect their children in child safety seats and safety belts by correctly using them.

The goal of 1991's awareness week was to urge correct use of these protection devices. When used correctly child safety seats are extremely reliable in preventing deaths and injuries to young passengers. Motor vehicle crashes are the number one killer andcrippler of children. Correct use of child safety seats and belts is 71 percent effective in preventing death and 67 percent effective in preventing serious injuries to children age 4 and under. MART took advantage of Child Passenger Safety Awareness Week as a time to encourage everyone to get into the habit of correctly using child safety seats and safety belts.

	Allocation of Net Cost of								
	Year Ended June 30, 1991								
	Fixed Service Net Loss	Operator's net cost special service	Total	Commuter Rail	Admin. and Ticket Ag.	Reim. Federal Gov't.	Net Interest Expense	Net Other Income	Cap Expend Funds
Fitchburg	\$645,492	\$36,197	\$681,689	\$3,490	\$241,722	\$170,033	\$123,848	\$59,842	\$12,911
Leominster	643,502	19,614	663,116	2,541	223,240	155,994	115,058	54,901	12,688
Gardner	228,799	43,327	272,126	3,001	60,446	43,223	33,207	14,344	3,490
Ayer	13,388	10,206	23,594	5,700	6,365	4,379	3,037	1,453	361
Lancaster	0	16,485	16,485	0	4,441	2,420	2,024	852	211
Sterling	0	29,791	29,791	0	6,538	3,983	3,396	1,402	311
Ashburnham	0	16,396	16,396	0	4,496	2,462	2,045	866	181
Hubbardston	0	28,533	28,533	0	6,384	4,103	3,278	1,362	301
Shirley	0	0	0	715	2	70	11	25	11
Littleton	0	28,162	28,162	5,000	7,683	0	3,622	1,579	371
Templeton	0	14,408	14,408	0	3,888	2,127	1,706	706	131
Westminster	0	16,102	16,102	0	4,425	2,408	2,004	848	171
Hardwick	0	27,568	27,568	0	8,832	4,862	3,713	1,613	311
Lunenburg	0	10,103	10,103	0	1,923	1,437	1,188	506	81
Totals	\$1,531,181	\$296,892	\$1,828,073	\$20,447	\$580,385	\$397,501	\$298,137	\$140,299	\$31,571

SUBSCRIPTION SERVICE OFFERED

Tired of long cummmutes in stop-and-go traffic? Wondering when you are going to actually get a chance to sip your morning coffee? Interested in checking out the paper before you get to work? Well, the above scenarios bode well with several Montachusett carpoolers, who let MART do the driving. The Montachusett Regional Transit Authority implemented a new commuter service last Fall that will provide door-to-door transportation between home and work for residents in Fitchburg, Leominster, Gardner and adjacent communities.

To use the "subscription service" customers must buy a monthly pass at least five days before the beginning of the month. MART offers door-to-door transportation within Fitchburg, Leominster and Gardner for \$65 a month. Service to Worcester is \$90 a month, and service to the MBTA Alewife station, off Route 2, is \$160 a month. Mohammed Khan, MART Administrator, is optimistic that the subscription service will draw more people over time. He has pointed out, "that our reason for establishing the service is to help people in these tough economic times. We are doing everything possible in our power to keep transportation costs low for our riders." For more information individuals may call 345-7711.

Service to Municipalities
e 30, 1991

		Net cost of service for State	Reimbursement from Commonwealth of MA				Unassessed	Unreim.	Receivable
	Dial-A	Operating	Chapter	Department	Access.	1991	1991	1990	1988
	Mart	Assistance	161B	of Elder Affairs	Improve. Program	Assess.	Expenses	Assess.	Assess.
8	\$194,782	\$1,028,574	\$686,744	\$0	\$23,379	\$298,480	\$19,971	\$24,647	\$13,748
4	187,473	993,217	663,136	0	21,449	289,347	19,285	24,188	14,210
4	71,879	386,586	258,110	8,239	5,604	107,128	7,505	9,645	2,223
6	7,580	40,810	27,247	835	568	11,368	792	1,050	(123)
1	4,542	24,431	16,313	0	0	7,644	474	596	443
2	7,966	42,618	28,455	0	0	13,335	828	893	1,091
9	4,553	24,351	16,258	0	0	7,620	473	523	45
7	7,588	40,625	27,124	782	0	11,930	789	911	378
6	146	785	525	0	0	247	13	18	32
3	9,928	53,189	35,512	0	0	16,642	1,035	1,325	80
7	4,003	21,309	14,228	405	0	6,262	414	411	330
4	4,485	23,934	15,980	0	0	7,489	465	486	(449)
9	7,842	41,799	27,908	927	0	12,152	812	756	(391)
6	2,641	13,998	9,346	0	0	4,380	272	235	0
6	\$515,408	\$2,736,226	\$1,826,886	\$11,188	\$51,000	\$794,024	\$53,128	\$65,684	\$31,617

MART SELECTED TO TRANSPORT MEDICAID RECIPIENTS

An agreement entered into earlier this year by the Montachusett Regional Transit Authority and the Massachusetts Department of Public Welfare Medical Assistance Division could mean as much as an annual 10 percent cost savings to taxpayers. This agreement is only the fifth of its kind in the Commonwealth of Massachusetts, and has been hailed as a major savings device for the DPW. This program supplements the traditional Medicaid fee-for-service reimbursement for certain programs.

Under this new system, Medicaid recipients in the Fitchburg/Gardner areas contact the MART office to arrange non-emergency transportation to and from their medical appointments. MART staff then broker these services directly to area providers, which include local taxi cab services, Dial-A-Ride, and wheelchair accessible van operations. Eligibility for these transportation services is pre-determined by local DPW agents. In the past, it has been up to the DPW to arrange transportation services directly with the local providers, a process that was both time-consuming and expensive. Under this new system, the services are being coordinated totally by MART.

MART SUPPORTS SPECIAL NEEDS

Continuing its long-standing tradition of working closely with the communities to assist the needy, this year MART assumed management of the Fitchburg and Leominster Special Needs transportation program.

The Fitchburg school system first approached MART when it became obvious that using the Special Needs Program's own personnel to transport the numerous Chapter 766 students to school was impractical and detracted from the program itself. MART then negotiated with the Leominster school system to assume ridership operation for their additional special needs students, as well as students from the North Middlesex regional school district. MART subcontracts the service out to private operators.

This move is estimated to save these systems immeasurable time and money. In fact the program has become so successful that MART will be expanding the service to the Gardner school district next year and possibly to other area school districts in the future.

GRANT SOUGHT FOR COMMUTER RAIL STATION

The Montachusett Regional Transit Authority submitted a federal grant this year to the Urban Mass Transportation Administration to help fund a new \$4.8 million commuter rail station in Leominster. The proposed train station would be built on five acres of land in Pioneer Industrial Park near Route 2. The land would be donated by Environmental Recovery Systems Inc., a Denver-based company proposing a recycling and composting facility on Pioneer Drive. The land donation is part of the project's proposal. The grant application estimates the cost of the station, at \$4,845,000. ERS's in-kind contribution of the land and parking lot construction are estimated at \$750,000. Parking for Leominster's MBTA stop in North Leominster currently has a 55-car capacity. The new station calls for space for up to 300 cars.

SLOW BUT SURE

Things are moving slowly, but progress can be noted in the efforts to construct a new 450-foot raised commuter rail platform at MART's Fitchburg Intermodal Transfer Facility. The proposed plans for the much-needed improvements call for a single platform, two shelters, and an adjacent parking area.

T. K. Dyer, Inc. has completed the design of the project. A new spur track will be constructed to exclusively serve the station while avoiding interference with freight traffic on the main line. Ramps and stairs at both ends of the platform will provide easy access to all patrons, including those with mobility problems. An automobile drop-off area at the platform's northern end will also provide easy access, while a pedestrian path from the platform to the terminal will allow riders to transfer easily between bus and train lines.

"We haven't laid out any firm timetable for completion, we estimate that the project could be completed and operating by the Spring of 1992," stated Kathleen Kelley, MART Assistant Administrator.

FOR MART INFORMATION CALL
345-7711, 632-7376 or 1-800-922-5636